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# The Toronto World

Nov. 10 TWENTY-SIXTH YEAR TWELVE PAGES—MONDAY MORNING NOVEMBER 12 1906—TWELVE PAGES ONE CENT

## FIRST TRAIN INTO TORONTO BY THE NEW RAILWAY FROM PARRY SOUND

President Mackenzie and Other Officials of the Canadian Northern Railway Reached Union Station Last Evening After a 8-Hours Journey.

The first of the Canadian Northern trains to make the journey between Parry Sound and Toronto steamed into Union Depot at 5.50 last night. The news that the train had passed the Grand Trunk signal box at the Don quickly spread around Union Station and a large crowd, anxious to see the first Canadian Northern train, quickly gathered on platform No. 5. William Mackenzie, president of the Canadian Northern Railway, was the first to step from the "Aukokan," the first of the two coaches of which the train consisted. After the president came D. B. Hanna, third vice-president, Frederick Nicholls, Noel Marshall and A. W. Smith.

The second coach was occupied by Superintendent F. M. Spaldal and other officials of the road.

The train left Parry Sound for Toronto in charge of Engineer Findlay. No. 1 engine, at 11.45 yesterday morning, and arrived promptly at 5.50 p.m., accomplishing the 140 miles in seven hours five minutes, an average of about 21 miles an hour. No great speed was possible owing to the slippery condition of the rails, the drizzling rain making the tracks even more than if it had been a heavy downpour.

The journey up to Parry Sound was commenced at 10 o'clock Saturday night, the president and party arriving at 4.30. After breakfast Superintendent Spaldal joined the party and a trip was made up the line for about ten miles above Parry Sound. This little trip was made at the desire of Mr. Mackenzie, to see how the line looked.

On the return trip a stop was made at a few of the principal stations. The president was delighted with the trip, but felt a little fatigued after the long journey.

D. B. Hanna, when asked if the line would be opened for passenger service to-morrow, replied in the negative.

"We are in no hurry," he said, "but it will not be long now."

## A GREAT NEW NATIONAL POLICY.

There are no new, progressive and inspiring departure that ought to be made in this province of Ontario to-day?

There is, and it is a clear, bold enunciation that Ontario is in the railway, telegraph and telephone business for keeps, and for the public good. Ontario to-day owns the Temiskaming & Northern Ontario Railway, running partially and projected completely from North Bay (220 miles from Toronto) to Hudson Bay. Nearly 200 miles is in operation; some fifty more will put it up to its crossing of the main line of the Grand Trunk Pacific. It runs thru the famous Cobalt mining camp, 100 miles north of North Bay. It is opening up a great mining, lumbering and agricultural country. Out of the silver mining that has come and is to come about Cobalt, the Province of Ontario stands to collect several millions of dollars a year in royalties. Even the companies that own the mines expect to have to share with the government, and the people certainly expect a royalty to be levied. Already it is levied in certain mines; it will be in more; why not in all? This great mining camp, the building of the Grand Trunk Pacific, the demands of settlement and lumbering have made this national railway an immense success. It is overcrowded with business. The telegraph system is taxed to handle the messages. A telephone service and a direct telegraph service to Toronto are absolutely necessary.

But somebody is quietly trying to "knock" this national railway and its telegraph service. Connections in regard to trains, the despatch of freight, the forwarding of telegrams, are not as good as they might be. The national line is at the mercy of the Grand Trunk, the Canadian Pacific and the telegraph lines allied to these systems. The Bell Telephone also is not friendly.

The only cure for this condition is that the government immediately string a telegraph and telephone service from Toronto right up to the end of the national railway.

But something even more significant has to be done. And that is to acquire a railway or extend the national line from North Bay right into Toronto!

The Ontario government is in a splendid position to do this. It has proved that it can handle a road to pay. It has the money and the credit. By reason of its sovereign powers and its power of taxation it can force, if it cares to, the Grand Trunk to sell its line from Toronto to North Bay to the province. But it does not need to force: it can negotiate.

It can say to the Grand Trunk, we must have a line direct from Toronto to Hudson Bay. We are in the railway business, and a tail-end line is of little use. We want a line from the capital of the province at the south to its most northerly limit—from Lake Ontario to Hudson Bay—a seaport of our own. We will buy out your 220 miles. And in return we will give you splendid terms for running rights over this national system for your Ontario system and its connection with the Grand Trunk Pacific. We will take your own trains over it, but we want at the same time to have a line of our own. We will build this national line for the benefit of the province, its people and its business men. We will be a power to ourselves in railways. We will do the best that can be done for the greatest mining camp in the world, and that camp happens to be in our country. We can collect enough royalties in two, or four, years, without the camp feeling it to build or buy such a system. We also intend to build telegraphs and telephones into that country direct from Toronto. And if we do not force you, and if we do not buy you, we can still build such a road as will put you at a great disadvantage. And we are going to revise our law in regard to railway taxation.

The World believes the Grand Trunk would negotiate such a deal. Even the Canadian Pacific and the Canadian Northern would be advantaged. If the Grand Trunk did not come in, if the government did not force them, the Canadian Northern is available. Its road to Parry Sound is available, and it would not be much to build a line from some point on that system to North Bay. But the Grand Trunk is the better plan.

This, then, is the great project that we think Mr. Whitney ought to undertake. Let us recount:

A national railway, telegraph and telephone service from Toronto to Hudson Bay.

A royalty on the silver mines.

The government of Coleman Township and adjacent mining townships by a strong and powerful commission, crown appointed, with power to municipalize a local traction system, waterworks, and the generation of electricity for lighting and driving the machinery of the mines.

That is a good policy, has it a complement? Yes.

The nationalization of the electric plants at Niagara Falls, the taking over of the transmission lines, and the electric road projected from Toronto to the Niagara River. This would be the keystone of a national distribution of power and light all over Ontario in conjunction with the municipalities.

And just one thing more: Toronto as a part of this system would have to be allowed to immediately municipalize the local power companies and the street railway by arbitration.

This is the most forward, and, we believe, most practical, national policy outlined in Canada for many a day.

Ontario wants a spine, a backbone, of her own from the Niagara River to a seaport on Hudson Bay.

## A MONARCHIC OUTRAGE



U.S. SPECULATOR: "Royalty, eh? That means, I s'pose, that I've got to put up a rake-off for his nibs the King of this yap kentry."

## Ontario Finds No Valid Reason Restricting Expansion to North

Reply of Premier Whitney to Manitoba's Contention

At Conference at Ottawa To-Day Representatives of This Province Will Favor Annexation of Keewatin East of Manitoba's Boundary Projected Northerly to the Churchill River.

WHAT IT MEANS TO US.

The present boundary between Ontario and Manitoba is on the 95th meridian, west longitude. Ontario's northern boundary is now the Albany River.

It is proposed by Ontario's representatives to divide Keewatin by running this boundary north on the 95th meridian to the Churchill River, the middle of which would form the boundary to Hudson Bay. A portion north of the proposed extension of Manitoba is desired by Saskatchewan to give access to Hudson Bay.

Ontario now measures 260,862 square miles, or 222,000 exclusive of water. With the additional area to the north, the province will measure approximately 400,000 square miles, as large as Egypt, or as France and Germany taken together.

Manitoba, now 73,732 square miles, would be trebled in area by the proposed extension, and equal the present Ontario in land area.

## NO IRREVOCABLE AGREEMENT WITH FEDERAL GOVERNMENT

Premier Whitney is to-day, at Ottawa with the assistance of Hon. J. J. Foy and Hon. A. J. Matheson engaged in negotiations which, it is hoped, may result in nearly doubling the size of Ontario. The province is now 260,862 square miles in extent, should the extension of boundaries, which is hoped for, be acceded to by the Dominion government, Ontario will overtake British Columbia with its 372,620 square miles.

The present conference has been adjourned from the gathering of provincial premiers a month ago, when the boundary question was left over to be dealt with by those immediately concerned. These were Quebec, Ontario, Manitoba and Saskatchewan. Quebec wants to have her boundaries extended to Hudson Bay.

Ontario has ancient claims to a seaport on the big bay, which James Bay does not afford.

Manitoba has been notoriously restricted ever since confederation, and is entitled to a liberal allotment of the north country.

Saskatchewan wants a seaport also, looking forward to the day when population will have swarmed up to the sixtieth parallel and dotted the country over with towns and villages like Ontario, and when Hudson Bay will be as frequented by shipping as the Gulf of St. Lawrence.

The official memorandum submitted by the Province of Ontario was given to the press by Premier Whitney before he left for Ottawa on Saturday.

On March 2, 1905, Mr. Whitney wrote to Sir Wilfrid Laurier in connection with statements made in the press relative to the alleged proposed division of Keewatin, and submitting that Ontario should be heard with reference to any such division. Sir Wilfrid conceded that Ontario might have an interest, and sent a copy of Manitoba's claim to the Ontario government. In a speech on Feb. 21, 1905, Sir Wilfrid also conceded the right of the provinces named to consider the advisability of extending the limits of any of them to the bay, and in what manner.

It is with the claims of Manitoba alone that Ontario has to deal. Manitoba's argument is that the boundary

## SS. KENSINGTON ASHORE.

Quebec, Nov. 11.—The steamer Kensington of the Dominion Line, which left Liverpool on Nov. 1 for Quebec and Montreal, went aground during a snowstorm about 5 o'clock this morning at Matane, 203 miles below Quebec.

She is reported to be badly damaged and making water very fast.

She had on board 140 steerage passengers and 75 cabin and a general cargo of Quebec and Montreal. All the passengers are safe.

They were taken on board the steamer Caspasia at 2 o'clock this afternoon, and will arrive here to-morrow noon.

## HAARON IN ENGLAND.

Portsmouth, Eng., Nov. 11.—The royal yacht Victoria and Albert, with King Haakon of Norway, Queen Maud and Crown Prince Olaf on board, anchored off Spithead at a late hour to-night.

King Haakon and his family will be the guests of King Edward and Queen Alexandra at Windsor Castle during their stay in England.

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Funeral will leave the family residence at 2 p.m. Tuesday at St. Philip's Church, thence to St. James' Cemetery.

ROSS—On 11th inst. Albert Philip Ross, aged 4 months and 21 days.

Funeral on 12th inst., at 9.30 p.m. from the residence, 238 Richmond-st. West, to Necropolis. Friends please accept this intimation.

The F. W. Matthews Co. Undertakers  
 Hunter Cigar, the smooth smoke, 10c

## BOY KILLS COMPANION BY ACCIDENT IN HUNT

Says Gun Accidentally Discharged While Hunting on His Knees.

London, Nov. 11.—(Special.)—Charles Hodgins, a 16-year-old boy, is dead, as the result of a shooting accident on Saturday afternoon.

In company with a companion named Barker, he was hunting. He had shot a squirrel which fell on a brush heap, and while searching for it, gave the gun over to Barker, who rested it across his knees, where it accidentally discharged and the bullet entered Hodgins' head, killing him instantly.

Barker claims that his finger was not on the trigger, and that the gun had discharged itself once before during the afternoon.

## THREE DAYS IN OPEN BOAT HALIFAX CREW PICKED UP

Barkentine Marion C. Abandoned at Sea After Pumps Were Worked a Day and a Half to Keep Her Afloat.

Halifax, N.S., Nov. 11.—(Special.)—The Norwegian steamer Farmand of Bergen, Capt. J. Corneliusen, bound from New York to Miramichi, put into port Saturday to land a shipwrecked crew of eight men of the barkentine Marion C. of Halifax, abandoned at sea.

The barkentine was from Bridge-water, N.C., lumber laden, bound to New York and was in a hurricane shortly after leaving port. Then the vessel sprung a leak, and after a day and a half at the pumps it was decided to abandon her, and she sank some hours later. The captain and crew in a ship's boat then went in search of assistance.

After 72 hours' hardships in the open boat the crew were picked up 100 miles off Sable Island and brought to Halifax. Two of the men had to be removed to the hospital.

Hundreds to-day viewed the boat in which the crew had remained over three days. It is a regular ship's boat, about 22 or 25 feet long and about 3 feet wide.

## CAT ONLY LIVING THING FOUND ON WRECKED BARQUE

Why Crew Risked Lives in Terrible Sea Must Remain Mystery.

Richibucto, N.B., Nov. 10.—(Special.)—The wrecked barque Adeona was reached by life-savers to-day. There was nothing of life on board but a cat. No doubt is felt about the fate of the eleven men who composed the crew. They were all in a boat which left the ship on Monday last. Everything about the deck and cabin was found in good condition. Why the crew left the vessel and risked their lives in the terrible sea and breakers must always remain a mystery.

The Shaw-Walker Vertical Filing Cabinet for correspondence is a marvel of convenience and good value. For sale only by John Kay, Son & Co., Limited, 36 and 38 King St. West.

## EMPRESS HOTEL, YONGE AND GOULD STS., D. DISSETTE, PROP. \$1.50 AND \$2.00 PER DAY.

Edwards, Morgan & Company, Chartered Accountants, 28 Wellington St. East. Phone Main 1159.

## SHAW-WALKER MULTI-CABINET FILING SYSTEMS EMBODY THE LATEST TIME AND SPACE SAVING DEVICES. THEY CAN BE OBTAINED IN TORONTO ONLY AT KAY'S, 36 AND 38 KING ST. WEST.

Barper, Custom Broker, 6 Melinda St.

Smoke Taylor's La Voila Cigars 10c

The morning World is delivered to any address in the city or suburbs before 7 a.m. for 25 cents a month. Phone Main 237 for complaints of unsatisfactory delivery.

Hunter Cigar, the smooth smoke, 10c

Theatre tickets. Get good seats—Rose House news stand. Phone M. 536.

If Not, Why Not?  
 Have you an accident and sickness policy? See Walter H. Blight, Corporation Life Building. Phone M. 376.

Roll top desks in oak and mahogany with all modern equipment, at Kay's, 36 and 38 King Street West.

The Daisy will not only keep the house warm, but also heats water for the bath.

## DIRECTORS TO BE WITNESSES MAY ASK FOR IMMUNITY FROM PROSECUTION

Significant Remark That Crown Can't Expect Much Evidence Unless Protection is Afforded—Enquiry to Be Exhaustive—More Sessions in Store.

President Cockburn and the other directors of the Ontario Bank are to be subpoenaed to give evidence before Magistrate Denison. Their examination on the stand will probably begin this week.

While Crown Attorney Corley declined last night to make any announcement of the crown's intentions on this important point, it was definitely learned that such a course has been decided upon, and that within the next few days Mr. Cockburn and his colleagues will appear in the witness stand.

The evidence given on Friday by J. W. Langton, ex-accountant of the Ontario Bank, wherein he made straight assertion of suspicions that the directors were aware of the stock speculation of McGill, has formed the basis of the crown's determination to proceed with the case.

Continued on Page 8.

Port Hope Pale Ale helps your food feed your body. Try it to-day.

Kay's hardwood flooring is thoroughly kiln dried. They employ experienced men in laying and finishing.

McCarren Will Fight  
 New York, Nov. 11.—Patrick H. McCarren, the Brooklyn Democratic leader, declared yesterday that he would fight the action of the state committee in investigating his conduct in the recent campaign.

Have you accounts to collect? Richard Tew & Co. Main 1375.

Smoke No. 7. very cool. Try it and you will have no other. Alive Bolland

Hunter Cigar, the smooth smoke, 10c

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"MALTESE CROSS" INTERLOCKING RUBBER TILING  
 The easiest floor for the feet, beautiful in color and extremely durable.  
 THE GUTTA PERCHA & RUBBER MFG CO.  
 of Toronto, Limited.

## ENGLISH SPEAKING ARMIES HIGHEST IN DEATH RATE OF WORLD'S FIGHTERS

Low Mortality in Foreign Countries Accounted for by Fact That Sick Die Out of Service—Report of U.S. Army Medical Department Made Public.

Washington, Nov. 11.—The report upon the work of the medical department of the United States army by Surgeon-General R. M. O'Reilly, which has just been made public, compares the health of the different armies of the world as far as possible in view of the different conditions in each army. The United States and Great Britain are the only countries whose statistics include that part of the army serving outside of the home country. Many of the countries have a low death rate because their sick are promptly discharged or retired, and die out of the service, instead of on the sick report.

The highest rate of admission to the sick report is held by the Dutch army, whose rate is 13.21 per thousand men, with the American army ranking second with 12.95, and the Russian army holding the lowest rate of 3.48 per thousand men.

Britain's High Rate.

The British army ranks first in the death rate, with 7.13 deaths per thousand men, the American army having the next highest, 6.52. The Prussian army has the lowest rate, 2 per thousand men.

An important factor in judging the relative healthfulness of the different armies is the average duration of each case of sickness. The American army, according to their standard, excelling all others, except the Dutch and Prussian. The average duration of each case in the United States army was less than one-half of that of the British, and a little more than one-half of the Spanish army.

The surgeon-general states that the total number of admissions in the sick report during the year was 73,742, equal to an admission rate of 1296.97 per thousand men, compared with 154,80 for the previous year, and 1903.31 for the sexennial period from 1898 to 1903.

The death rate was also much better than for the previous year, there being 383 deaths from all causes, equivalent to 6.28 per thousand, as compared with 6.77 for the previous year and 7.13 for the six years period.

Port Niagara, N.Y., which last year had the lowest admission rate, this year occupies the same favorable position, and in addition has the lowest non-effective and discharge rates.

## GUERIN THREATENS SPLIT IF WALSH STAYS IN FIELD

Blake Club Asks Hon. L. P. Brodeur to Withdraw Nominee.

Montreal, Nov. 11.—(Special.)—The mix-up in St. Anne's division still continues. Last evening the Blake Club waited on Hon. L. P. Brodeur and offered to withdraw Dr. Guerin if the Liberal party would withdraw J. C. Walsh from the field and substitute either Charles R. Devlin or ex-Ald. Thos. Conroy.

The minister of marine gave the delegation very little encouragement, and Dr. Guerin says he will stay in the field. It is not probable, however, that the doctor will take any extreme position in the matter.

## NEW HERBIDES REBUFF TO AFFECT RELATIONS

It May Determine Australia to Withdraw Naval Subsidy.

(Canadian Associated Press Cable.)  
 London, Nov. 11.—The Melbourne Age, referring to the New Herbides convention, says the commonwealth has experienced humiliation in the rebuff to its proposal to have a material bearing on future relations with the imperial authorities, and one which will more than ever determine Australia to withdraw her naval subsidy and attend to defence matters herself.

## COLDER WITH SNOW. PROBABILITIES. LOWER LAKES, GEORGIAN BAY, OTTAWA AND UPPER ST. LAWRENCE—SPECIAL. TO NORTHWESTWARD; COLDER; WITH SNOW STURGES AND LIGHT SNOW FALLS.

THE BAROMETER.

Time.	Bar.	Wind.
8 a.m.	30.25	4 m.p.h.
11 a.m.	30.25	4 m.p.h.
2 p.m.	30.25	4 m.p.h.
4 p.m.	30.25	4 m.p.h.
8 p.m.	30.25	4 m.p.h.
10 p.m.	30.25	4 m.p.h.

Mean of day, 36; difference from average, 2 below; highest, 38; lowest, 34; rain, .08; highest Saturday, 48; lowest Saturday, 36.

## STEAMSHIP ARRIVALS.

Ship	From	Arrive
Kaiser Wm. II.	Cape Race	Bremen
Nectar	New York	Bremen
Cyril	Boston	Bremen
Columbia	Moville	Liverpool
Celtic	Liverpool	New York
Columbian	Liverpool	New York
Winnifred	Liverpool	Montreal
Umbra	Liverpool	New York
Philadelphia	Southampton	New York
Sarmatia	London	Louisa
Paros	Gibraltar	New York
Romania	Genoa	Boston

## WHAT HAVE YOU DONE?

You are going to do great things; you say. You have splendid plans; your dreams are of heights that are far away. They're a hopeful man's case for you. But the world, when it judges the case for you. Will think not of what you are going to do, but of what you've done.